



BASIS OF BEARING

Solar observation taken at the North quarter corner of Section 15, Township 1 North, Range 40 East of the Willamette Meridian.

SCALE: 1" = 60'

LEGEND

- Found 5/8" iron pin with plastic cap marked "BGB SURVEY MARKER" set by survey number 016-1999
- ⊙ Set brass screw in lead plug with brass washer marked OPLS 991 at corner position
- ▲ Found unrecorded Railroad Spike (unless otherwise noted)
- Found unrecorded 5/8" iron pin
- Set 5/8"x30" iron pin with plastic cap marked "BGB SURVEY MARKER"
- Centerline of Street
- () Record distance of the plat of Hindman's Addition to Elgin
- - - Lot line

NARRATIVE

This survey was ordered by Mona Anderson for the purpose of defining her property lines around Lots 1-5 Block 59. The centerline of 8th street was defined by Survey Number 016-1999. Eighth Street was defined by locating the faces of the existing buildings along the street, and creating a centerline for the street. I have taken the position that the oldest buildings in the downtown area were built on the property lines, and that the buildings should be treated as monuments to define the lots and blocks in this area. I have discussed this approach with Jack Carlson of OTAK, who was engaged in a survey of Division Street for Oregon Department of Transportation, and who has also taken this approach to locate Division Street. Mr. Carlson has in his preliminary survey, located the building on the Southeast corner of Block 59, and also tied various party walls that define the North line of Division, as well as the southwest corner of lot 27 of said block. I have also tied these party walls, and in addition I have tied the Elgin Hardware store building corners, which is one of the oldest buildings in Elgin. I have accepted the Northeast corner of the Hardware store as being on the North line of Block 59. I find that the total distance of the lots from the party wall between Krause Insurance and the North line of the Hardware Store is long by 1.40 feet. I then proportion the deed positions of the various walls along the East line of Block 59 into position by single proportion using the centerline of the Krause North party wall, and the Northeast corner of the Hardware Store. I have accepted the centerline of 10th Avenue as shown on Survey Number 016-1999. The centerline of 10th and Division was established by Hanley on Survey Number 149-78. I drive a line from the Hanley position North to an unrecorded railroad spike at 10th and Baltimore, as called for in Survey 46-80. I establish the South line of Block 59 by coming South parallel with the centerline of 8th Street record distance from the party wall along the North line of Krause Insurance. I establish the centerline of Division 30.00 feet South of and parallel with the South line of the Krause building. I note that this creates an offset of 1.89 feet at 8th and Division with the centerline to the East. I also offset the intersection of Division and 10th North 2.63 feet from the position established by Hanley but holding the established centerline of 10th to Baltimore. I establish the North line of Block 59 by driving a line from the Northeast corner of the Hardware Store West to a bearing that is the average of the Centerline of Baltimore from 10th to 7th Avenue, and the Centerline of Division from the new position at 8th to the new position at 10th. The total difference of the bearing of Baltimore and Division is 0°01'16", for an average difference of 38". I establish the southwest corner of lot 27 by tying the party wall centerline at the West end of the Krause Insurance building, and run the West line of lot 27 parallel to the party wall and the centerline of 8th Street. I project the West line of Lot 27 North to the North line of Block 59 as established. The centerline of the Railroad was established by Survey Number 46-80 by splitting the mainline tracks as they now exist. I hold the railroad position as established by said survey. I also find that the dimensions of Block 59 to the railroad property will not check the record positions of the plat. Proportioning the lots would cause encroachments on party walls. I use record lot widths West of Lot 27 and throw the excess into Lot 22. I proportion the Lots into position East of Lot 27 by single proportion. I find that the Lots West of the Railroad Property are short to the right of way line. I use record lot widths for Lots 16, 17, 18 and 19, and throw the error into lot 20. I throw the excess and deficiency into the lots adjacent to the tracks rather than proportion the errors to the lots. Block 59 on the East side of the tracks shows an excess of 11.4 feet, and the property to the West of the tracks show a deficiency of 5.4 feet, which in my opinion is too much to proportion and maintain the party walls. It is my opinion that the errors occurred at the tracks, and even though dimensions are given for all of the lots, it would be poor judgment to proportion the errors through out the block and create encroachments with the structures.

REFERENCE MATERIAL

Plat of Hindman's Addition
Survey Number 016-1999
Survey Number 149-78
Survey Number 31

DEEDS

MF NO. 2002193	MF NO. 200042
MF NO. 121455	MF NO. 131378
MF NO. 30203	MF NO. 30204
MF NO. 119964	MF NO. 112605
MF NO. 110920	MF NO. 96617
MF NO. 62144	MF NO. 32326
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REGISTERED PROFESSIONAL LAND SURVEYOR

Gregory T. Blackman

GREGORY T. BLACKMAN
JULY 13, 1973
991

Renewal Date: Dec. 31, 2003

UNION COUNTY SURVEYOR

Date Received 5/28/03

Date Filed 6/14/03

By R. Robinson, Deputy

File No. 018-2003

BAGETT, GRIFFITH & BLACKMAN
2006 Adams Avenue, LaGrande, Oregon

Map of Survey
Lots 1, 2, 3, 4 and 5
Block 59 of
Hindman's Addition
Elgin, Oregon
UNION COUNTY, OREGON

SURVEYED FOR Mona Anderson

SURVEYED BY GTB

Scale: 1" = 60'

May 2, 2003

May 29, 2003

Drawn by: GTB

Survey Number 018-2003